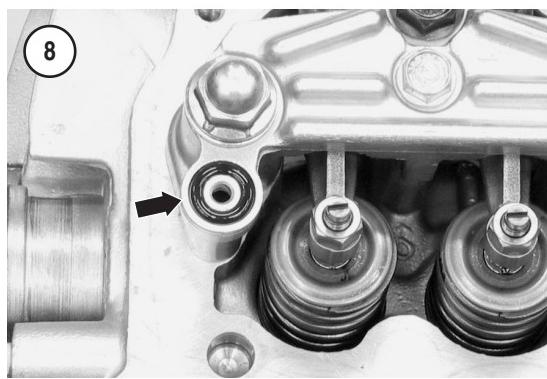
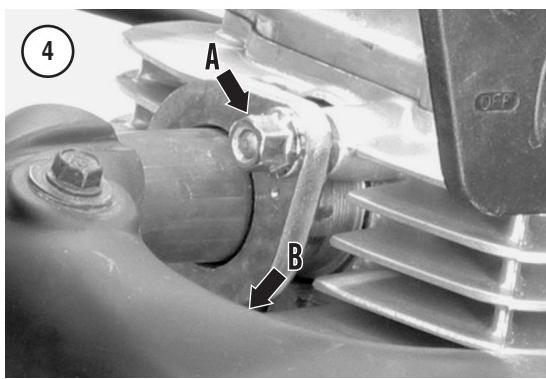


4



- e. Tighten the muffler mounting nuts (**Figure 3**) securely.
- f. Start the engine and check for exhaust leaks.

CYLINDER HEAD COVER

Removal/Installation

1. Remove the seat (Chapter Fifteen).
2. Disconnect the negative battery cable from the battery.
3. Remove the fuel tank and heat guard (Chapter Eight).
4. Remove the bolts, cylinder head cover (**Figure 7**) and gasket.
5. Remove the O-ring (**Figure 8**).
6. Clean and dry the cylinder head cover. Flush the cylinder head cover oil passages and holes (**Figure 9**) with compressed air.
7. Install the cylinder head cover by reversing the preceding removal steps, plus the following:
 - a. Replace the cylinder head cover gasket if it is leaking or damaged.

- b. Lubricate a new O-ring with oil and install it into the groove in the rocker arm holder (**Figure 8**).
- c. Tighten the cylinder head cover bolts securely in two or three steps and in a crisscross pattern.

ROCKER ARMS, PUSHRODS AND CYLINDER HEAD

The rocker arms, pushrods and cylinder head (**Figure 10**) can be removed with the engine mounted in the frame. Some of the following photographs show the engine removed from the frame for clarity.

Cylinder Head Removal

NOTE

Perform Steps 1-6 if the engine is mounted in the frame.

1. Remove the fuel tank and heat guard (Chapter Eight).
2. Remove the exhaust pipe as described in this chapter.
3. Remove the carburetor (Chapter Eight).
4. Remove the upper engine hanger bolts, bracket bolts and engine hanger (A, **Figure 11**).
5. Remove the bolts, intake manifold and O-ring (B, **Figure 11**).
6. Remove the cylinder head cover as described in this chapter.
7. Remove the timing hole cap (**Figure 12**) and O-ring.
8. Remove the spark plug and ground it against the cylinder head.
9. Position the engine at TDC on its compression stroke as follows:
 - a. Slowly pull the recoil starter and align the flywheel T mark with the index mark on the rear crankcase cover (**Figure 13**).
 - b. Make sure the piston is at TDC on its compression stroke by moving both rocker arms by hand; both rocker arms should have some free play. If both rocker arms are tight, turn the crankshaft one full turn and realign the flywheel T mark with the index mark. Make sure both rocker arms are loose.



10. Remove the cylinder head 6 mm bolts (**Figure 14**).
11. Loosen the cylinder head acorn nuts (A, **Figure 15**) and rocker arm holder bolt (B) in two or three steps following a crisscross pattern. Remove the fasteners and washers.
12. Remove the rocker arm assembly (C, **Figure 15**).
13. Remove the two dowel pins (A, **Figure 16**).

NOTE
*Identify the two pushrods (**Figure 17**) so they can be installed in their original positions.*

14. Remove the two pushrods (B, **Figure 16**).
15. Remove the cylinder head. If the head is stuck, tap the head with a plastic mallet to break it loose.
16. Remove the cylinder head gasket and dowel pins (**Figure 18**).

Rocker Arm Holder Disassembly/Inspection/Reassembly

Refer to **Table 2** when measuring the rocker arm components in this section. Replace worn or damaged parts.

NOTE
Before removing the rocker arms in Step 1, mark the position of both rocker arms so they can be installed in their original position.

1. Remove the bolt (A, **Figure 19**), rocker arm shaft (B) and both rocker arms (C).
2. Clean and dry the rocker arm holder assembly. Flush all oil passages with compressed air.

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